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- 6. Rue Alexandrouska was Burgas' main street. Rue Odrln extended was the main highway to Aytos (Aitos) and the west. Today's principal highway between Varna and Burgas, which was built during World War II by the Germans, follows the coastline most of the way. This highway, the travelled part of which was about 20 to 22 feet wide with shoulders and ditches, was constructed of gravel. It crossed the Kamshiya River, over a steel bridge, which if destroyed would necessitate the to Velikovo, Provadiya and Vetrino, and then east to Varna. At Velikovo, this old highway crossed the Kamshiya River. The bridge here was about two-hundred feet high, was made of rock, and was narrow. South of the bridge, the highway entered two tunnels, about 12-hundred to 15-hundred feet in length. This highway was made of gravel, narrow, possibly from 14 to 16 feet wide, and had been kept in very poor repair since the construction of the new Burgas to Varna highway. The highway as it went over the Balkan Mountains was winding and it was very difficult for heavy motor vehicles to use.
- 7. Prior to 1938, railroad traffic from Burgas to Varna was routed from Burgas, to Aytos (Aitos), to Karnobat, to Stara Zagora, thence north to Gorna Oryakhovitsa, and thence east to Varna. To shorten this route, a railroad was built by the government and completed in 1938 which ran from Varna southwest to Sindel, and connected up with the old railroad line at Karnobat. The building of this railway, in addition to shortening the route between Varna and Burgas, eliminated to considerable traffic congestion at Gorna Oryakhovitsa, for it was here that the main line from Ruse south to Stara Zagora crossed with the main line from Sofia to Varna. All railroad traffic between Sofia and Varna is now routed over the

new cut-off.

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